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RIVER TRANSPORT PLAN SUCCEEDS;
ACTIVITY ON ALL WATERWAYS

RIVER FLEET FULFILLS APRIL-MAY PLAN -- Rechnoy Transport, No 45, 7 Jun 49

Enterprises of the Ministry of River Fleet exceeded the April-May plan for freight transport in tons, ton-kilometers, and in operation of the fleet. During the 2-month period, the amount of freight transported was 32 percent over that of the same period of 1948. The transport plan was exceeded for all basic types of freight, including rafts, as petroleum, grain, salt, coal, timber and wood.

Sixteen steamship lines fulfilled the April-May plan for freight transport in the following order: Volga Freight Line (chief Nikolin), Don River Line (chief Andreyev), Yenisey River Line (chief Nazarov), Northern Line (chief Modanov), Moskva-Volga Canal (chief Shemagin), Nizhniy Irtysh Line (Chief Karamzin), Volga Freight-Passenger Line (chief Karpov), Dnepr Line (chief Savelyev), Moskva-Oka Line (chief Maslyakov), East Siberian Line (chief Pogodin), North-Western Line (chief Malov), Verkhniy Dnepr Line (chief Geronin), Pechora Line (chief Ivanov), West Siberian Line (chief Timofeyev), White Sea-Onga Line (chief Novoselov), Neman Line (chief Farafonov).

The plan in ton-kilometers was not fulfilled by the following steamship lines: Kama Line (chief Saburov), Vyatka Line (chief Vezlontsev), Volgotanker (chief Kuchkin), Sukhona Line (chief Shchepkin), Shekana Line (chief Yerevin), and Lena Line (chief Popov). The following lines operated worse than all the others: Bel'sk Line (chief Myasnikov), Verkhniy Irtysh Line (chief Kibal'nik), Central Asia Line (chief Pashkevich), and Amur Line (chief Bykov).

The best operating ports of the River Fleet were as follows: Gor'kiy, Kiev, West Port of Moscow, Leningrad, Moscow South Port, Irkutsk, Dnepropetrovsk, Kazan', Novosibirsk, and Rostov-on-Don.

The following ports and landings also operated successfully: Kuybyshev, Kamskoye Ust'ye (Kama River Mouth), Makar'yev, Gamel', Kherson, Cherepovets, Stalingrad, Moscow North Port, Shcherbakov, Kalach, Vologda, Astrakhan', Khabarovsk. The following ports operated poorly: Molotov, Ufa, Krasnoyarsk, Kotlas, and Uchsay.

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VOLKHOV NAVIGATION HINDERED -- Rechnoy Transport, No 45, 7 Jun 49

Ships navigating on the Volkhov River between Nizhny Novgorod and Volkhovstroy (Volkhov Electric Power Plant) have to pass under two railroad bridges, in Volkhov and Kirishi, where it is possible to guide heavy freight barges only with the help of directing booms.

However, because of the poor condition of the booms on both bridges, tugboat crews are forced to guide each individual barge under the bridges, causing considerable loss of time.

VOLGA SHIP HAULS FOUR HEAVY BARGES -- Rechnoy Transport, No 44, 3 Jun 49

In May, the Tsiolkovskiy, one of the best ships of the Volga Tanker Fleet, successfully hauled a heavy barge caravan loaded with petroleum products from Astrakhan to Molotov. The Tsiolkovskiy is hauling four heavy barges on its present voyage. This is a total load of 28,000 tons, or 23 tons per each rated horsepower which is 50 percent more than normal. Despite this heavy load, the Tsiolkovskiy is making 11 - 16 kilometers per day.

MOSCOW-URA LINE OPENS UP -- Moskovskiy Bol'shevik, No 126, 31 May 49

On 30 May the comfortable passenger steamship A. N. Ostrovskiy set out on the first trip on the new Moscow-Ura Line. This trip covers 2,400 kilometers and the Moskva, Oka, Volga, Kama, and Belaya Rivers. The 20-day trip is by way of Muron, Gor'kiy and Kazan'.

The following steamships are operated by the line: the Grigoriy Pirogov, Sovetskiy polyarnik, Maksim Gor'kiy, and the A. N. Ostrovskiy. Boats leave from Moscow every 5 days.

EASTERN RIVER BOATS FOLLOW RUSLAN EXAMPLE -- Rechnoy Transport, No 44, 3 Jun 49

In 1948, 215 ships in the eastern rivers were operating by the example set by the Ruslan; now there are 540.

Timber constitutes 35 percent of the total freight carried by the Ob'-Irtysh Steamship Line.

RIVER TRAFFIC FAILS TO IMPROVE IN TOBOL'SK RAYON -- Rechnoy Transport, No 44, 3 Jun 49

This spring there was much talk about organizing the continuous movement of river boat caravans in the rayon having the largest dock on the Lower Irtysh -- in Tobol'sk. However, since the first days of navigation on the river this season, this promise has not been carried out. More than 100 tugboat caravans passed through Tobol'sk Rayon in May, but only six were kept in continuous service.

NAVIGATION STARTS ON LAKE BAYKAL -- Izvestiya, No 130, 4 Jun 49

Navigation has begun on Lake Baykal. The steamship Baykal has completed a trip to the island of Ol'khon to which it carried food supplies for workers in local enterprises and kolkhoz fishermen. Passenger service has begun between the port of Baykal and the settlement of Listvenichnoye.

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EAST SIBERIAN RIVER ROUTES EXPANDED -- Izvestiya, No 130, 4 Jun 49

Irkutsk -- The small rivers of Eastern Siberia are being used more extensively for local freight transport. In 1949, the length of rivers used for transport will be increased 200 percent over 1948. Transport has begun on the Ilim River for a distance of 200 kilometers. The formerly inaccessible taiga region now has a good transport route. The Belaya and other rivers are also beginning to be used for transport purposes.

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